

120

CENTRAL INTELLIGENCE AGENCY

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

INFORMATION REPORT

SECRET/CONTROL-US-OFFICIALS ONLY

50X1-HUM

COUNTRY USSR (Azerbaydzhan SSR)
SUBJECT Ship Repair Yard in Batumi

REPORT

DATE DISTR.

10 December 1953

NO. OF PAGES

7

REQUIREMENT NO. RD

REFERENCES

50X1-HUM

DATE OF INFO.

PLACE ACQUIRED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1-HUM

Work Carried out in the Shipyard

- The ship-repair yard carries out general overhauling and current repairs on submarines, minesweepers, and motor torpedo boats and specializes in general overhauling of diesel engines of submarines and gasoline engines of other vessels. The shipyard is in a position to carry out all necessary repairs without the help of any special outside workshops. It is equipped with large stores of spare parts. The most common diesel engines repaired have 12 cylinders and develop 800 and 1200 hp. The gasoline engines have eight cylinders and develop 160 and 300 hp. The majority of the machine tools are special machines for the production of spare parts and repair of diesel and gasoline engines and are supplied by the Kolomna Works.

New Machine Tools

- In 1951 the machine tool factory in Kolomna delivered the following machine tools to the ship-repair yard in Batumi:
 - Lathes, especially suitable for crankshafts; type KVD 260; permissible shaft length 2600 mm; weight of the lathe about 2000 kg; 35 hp driving motor.
 - Lathes, especially suitable for processing cam shafts; type KVVP 33; weight of the lathe about 3500 kg; 15 hp driving motor.
 - 5 high-speed cutting lathes; type KVVK 150; distance between centers - 1500 mm; weight of the lathe - 750 kg; 6 hp electro-motor.
 - 4 lathes; type KVVK 200; distance between centers - 2000 mm; weight of the lathe - 1100 kg; 8 hp electro-motor.

SECRET/CONTROL-US-OFFICIALS ONLY

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X", Field Distribution By "##")

SECRET/CONTROL-US-OFFICIALS ONLY

50X1-HUM

-2-

- e) 2 lathes; type KVTK 250; distance between centers- 2500 mm; weight of the lathe-6000 kg; 2 electro-motors each 8 hp.
- f) Lathe for propeller shafts; type KVGW 12; weight of the lathe - 6000 kg; 2 electro-motors each 8 hp.
- g) 2 special machines were delivered by the machine tool factory in Moscow. One of them was for grinding out cylinders and weighed about 400 kg (further details not known).

Workers

- 3. The number of workers employed is estimated at 500 to 600.

Organization

- 4. The ship-repair yard belongs to the submarine base (Baza Podlodok) Batumi. The commander of the base is subordinated to the commander of Batumi Naval Port. With regard to operations the submarine base is subordinated to an admiral (name and rank not known) in Novorossiysk. The ship-repair yard is managed by a shipbuilding engineer by the name of Khomotyan (phonetic), an Armenian. The chief engineer is a Russian (name not known). One of the department managers is Engineer Kervalidze and one of the foremen a man called Gigiberiyu. The ships overhauled in the shipyard all belong to the Soviet Navy. The frontier guard boats of the MYD are repaired in another workshop belonging to the MYD naval base in Sukhumi. The number of ships stationed at Batumi naval base is about 17 to 18 submarines and about 40 motor torpedo boats.

Location of the Shipyard

- 5. A good landmark is the area of the oil refinery with its fuel stores, which is situated to the east of Batumi Port and takes up an area of about 3 km square. The ship-repair yard is on the opposite (western) side of the port, in the northern part of the port (sic). In the east the shipyard is bordered by the bay of the port, in the southwest by a mountain range on which are parks and residential quarters of the town of Batumi. Another landmark is the industrial track which runs from the freight station through the center of Batumi to the port workshops.

Description of the Buildings

- 6. The location of the buildings can be seen on sketch II. (The dotted line shows the route) The only entrance to the shipyard is at the west end of the area where the control building is located (No. 5/II). The northwest part of the area is separated from the rest of the area by a wall and contains the administration buildings and quarters. They are: administration building (No. 1/II), quarters (No. 2/II), kitchen, dining room and workers' club (3/II), and the guard building (4/II). The area (No. 19/II) between these buildings is overgrown with trees and bushes.
- 7. Adjoining the above-mentioned area in the east are two new workshops which were completed in 1951. In the northern workshop (No. 16/II) are the new machine tools; at the time of observation (1951) the southern workshop (No. 17/II)

SECRET/CONTROL-US-OFFICIALS ONLY

SECRET/CONTROL-US-OFFICIALS ONLY

50X1-HUM

-3-

was still empty. In the center of the area are the electro-technical department (No. 12/II) and the storage battery department (No. 13/II). Further east are the timber processing department (No. 7/II) and the northern "Elling" (sic: probably storage area) (No. 14/II). The industrial track (No. 22/II) runs from west to east through the area and its branches lead to the various departments.

8. In the southern part of the area lie (from west to east): raw material stores (No. 6/II), the tool and precision departments (No. 11/II), the smithy, turning, joining, and milling department (No. 10/II), the foundry (No. 8/II), the transformer station (No. 9/II), and the southern "Elling" (No. 15/II). The two "Ellings" are covered and are each about 80 x 80 m in size. There is also a floating deck. In the smithy there is a cold bending machine for iron and tin.
9. The buildings Nos. 1, 2, and 3 are two storied, with flat concrete roofs and grey walls. Building No. 6 is also two-storied and grey, with a gabled roof covered with galvanized sheet iron. Building No. 7 is a wooden building with a gabled roof. Buildings Nos. 10, 11, 16 and 17 are single-storied grey buildings covered with sheet iron.

Supply of Current

10. The shipyard does not have a power station of its own. Current is supplied by the hydroelectric power plant in the valley of the river Adzharis-Tskhali. This power plant is about 40 km to the northeast of Batumi.

Guards and Security

11. The shipyard area is surrounded by a concrete wall about 2.50 m high. Along this wall are about 5 to 7 watchtowers each about 10 m high. Outside the concrete wall is a forbidden zone about 20 m wide, which is surrounded on the outside by a barbed wire fence on wooden poles, about 2 m high. This forbidden zone may not be entered by anyone. The only approach or entrance to the shipyard area is in the west. The railway connection also leads through this entrance.
12. The guard unit consists of about 80 MVD men who are young Caucasians (members of the Adzharian and Mingrelian tribes), about 20 to 22 years old. The majority of them do not speak Russian. During the day there are two sentries at the entrance and on every other watchtower. During the night all watchtowers are occupied and there are patrols in the area.
13. The workers have special identity cards with photographs which have to be shown at the control house (No. 5/II) when passing the entrance. When mechanics are called in from outside, they are issued special identity cards on which the exact route which they are allowed to take between the entrance, quarters, dining room, and workshop (No. 16/II) is marked.

Morale of the Workers

14. [redacted] people in Batumi and especially the workers employed in the shipyard were very nervous. The Party propaganda officials maintained that many spies and saboteurs had been sent [redacted] These 50X1-HUM

SECRET/CONTROL-US-OFFICIALS ONLY

SECRET/CONTROL-US-OFFICIALS ONLY

50X1-HUM

-4-

agents are supposed to be Russians from the so-called war emigration and not Caucasians. The result of this propaganda was that distrust between the native population and the Russians increased and each newcomer was received with great mistrust.

Anti-aircraft defense

15. To the north and northwest of the shipyard installations is a mountain range with parks, vineyards, and residential quarters. From the shipyard area it was observed that earth work was going on on the slopes of the mountains. It was said that shelters for gas containers were being built. In case of war the gas (hydrogen) was to be used to fill barrage balloons. At some points, however, the earth work was carried out to such an extent that it could be seen that anti-aircraft positions were being built. The approximate location of these points is marked on sketch (I). On three points, at least, of the mountain slopes, military installations could be seen which could be anti-aircraft batteries or searchlight installations. Details are not known.

Railway Station and Port

16. The freight station is to the south of the bay and takes up an area about 1.4 km long. The five railway cars carrying the new machine tools mentioned in paragraph 2 were uncoupled from the train in the western part of the freight station and taken through the residential quarters to the shipyard area by means of the industrial track. The track area of the part of the freight station in which the cars were uncoupled consists of about 17 to 20 tracks. Towards the east the number of tracks increases considerably, but the precise number is not known. To the north of the freight station is the sheltered bay, the shape of which corresponds exactly with the one shown on the map. On the southern quay is a mole which was not marked on the map. To the west of the mole is the mooring wharf for passenger steamers which run between Novorossiysk, Odessa, and to the Crimea. To the east of the mole is the so-called oil port where a tanker of about 10,000 BRT was observed taking fuel.

Further Observations

17. On the industrial track which leads from the entrance in the direction of the "Ellings" about 12 railway flatcars were observed which were covered with tarpaulins. From the labels on the cars, it was found that the cars contained storage batteries which had been transported from Rybinsk.
18. The passenger station cannot be described in detail. It is situated in the center of the town and is surrounded on all sides by residential quarters. It is believed that the station is of no great importance.
19. Several oil pipe lines run to the town from the northeast and end in the above-mentioned oil port.
20. In the east and northeast of the town are some 200 to 300 stationary fuel tanks of various sizes.
21. To the north of the shipyard at a protruding tongue of land is the motor torpedo boat base. The boats could be observed from the mountain road which leads to the town center.

Key to the Sketches

Sketch I: area of the ship-repair yard.

1. Shipyard area
2. Part of the area with the administration and maintenance building
3. Industrial track
4. Probable anti-aircraft positions under construction

SECRET/CONTROL-US-OFFICIALS ONLY

SECRET/CONTROL-US-OFFICIALS ONLY

-5-

5. Earth work on storage areas for barrage balloons and gas containers
6. Motor torpedo boats
7. Mole
8. Mooring wharf for passenger steamers
9. Oil port
10. Freight station
- 10a. Approximate place where the cars with machine tools were uncoupled from the train.

Sketch II

1. Administration building
2. Building with quarters for unmarried workers
3. Kitchen, dining rooms, and club
4. Quarters for the guard unit
5. Control house
6. Store building
7. Timber processing department
8. Foundry
9. Transformer station
10. Smithy and turner's workshop
11. Tool and precision department
12. Electrotechnical department
13. Storage battery department
14. Northern "Elling"
15. Southern "Elling"
16. New workshop where the new machines were installed
17. New workshop, empty at the time of observation
18. Port bay
19. Garden in the courtyard of the shipyard
20. Barbed wire fence
21. Watchtowers
22. Industrial track
23. Concrete wall
24. Road leading to the center of the town.

SECRET/CONTROL-US-OFFICIALS ONLY

SECRET/CONTROL-US-OFFICIALS ONLY

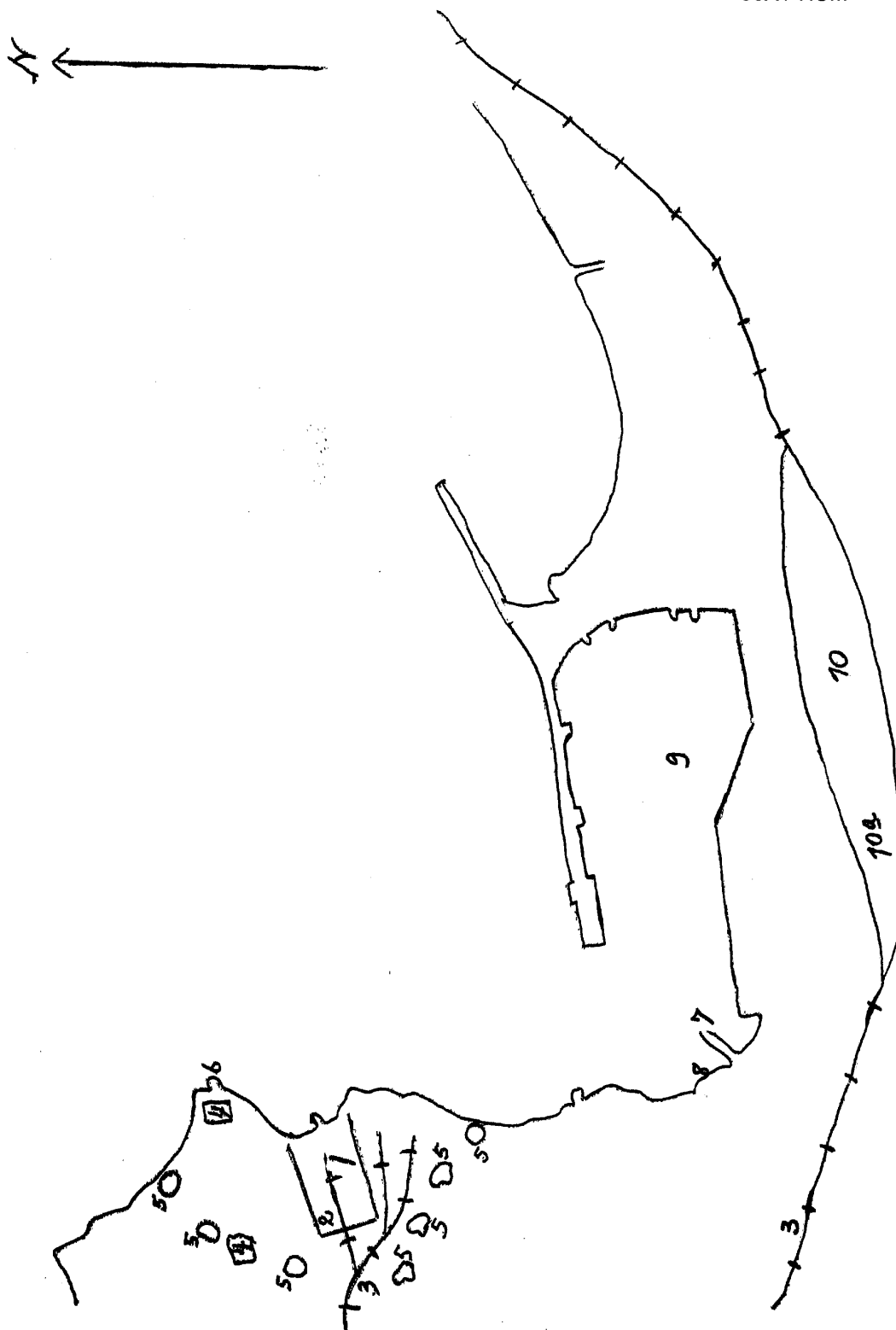


-6-

Sketch I
Scale 1: 10,000

Area Surrounding Ship-repair Yard in Batumi

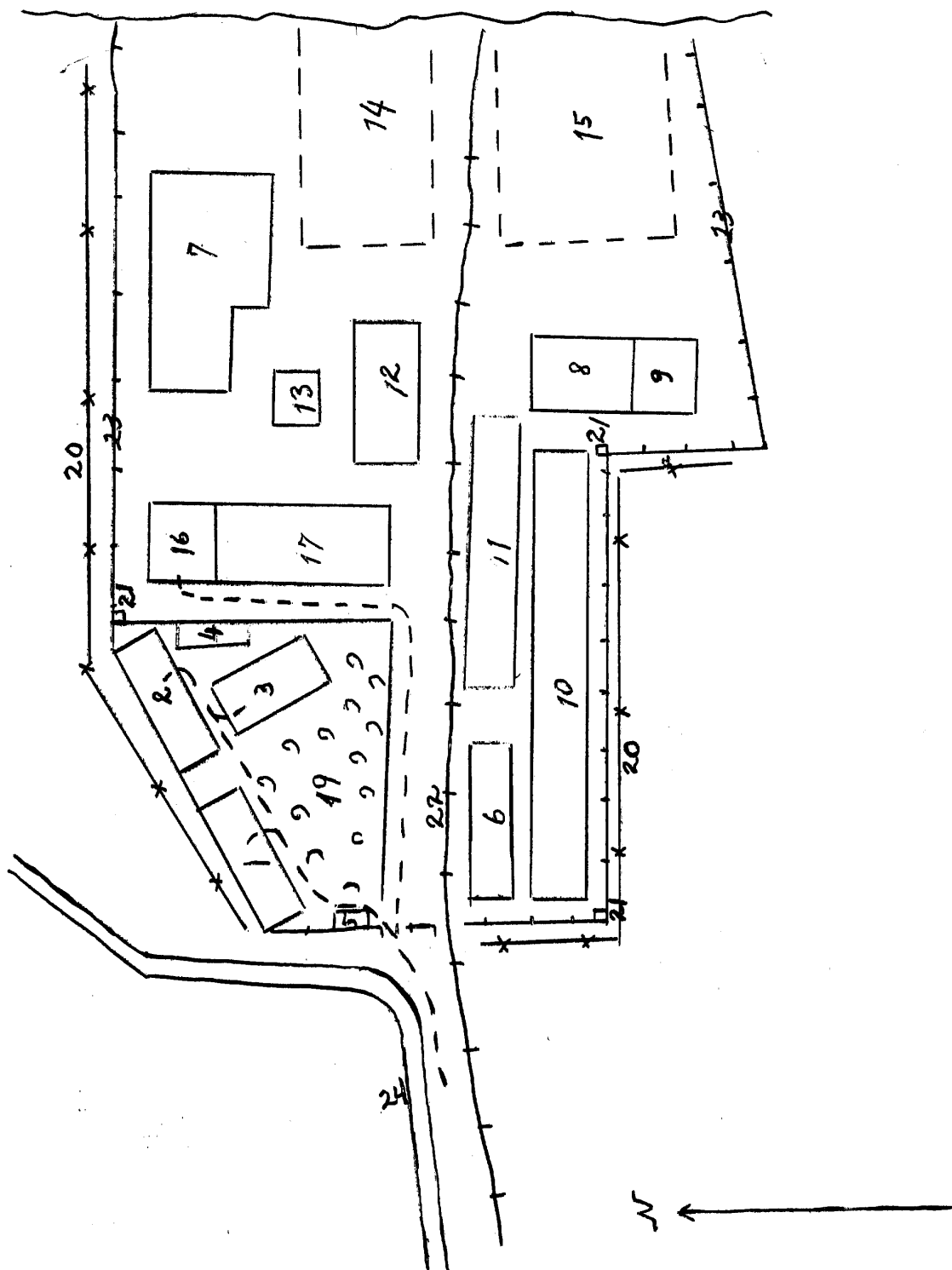
50X1-HUM



SECRET/CONTROL-US-OFFICIALS ONLY

Sketch II Layout of Ship-repair Yard in Batumi

8/



Sanitized Copy Approved for Release 2011/03/14 : CIA-RDP80-00810A002900020002-6